

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROGRAM AMENDMENTS
Traffic Congestion Relief Applications
Resolution TAA-02-02

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CTC Meeting: February 28, 2002

Reference No.: 2.1c.(2)

Original Signed By:
ROBERT L. GARCIA
Chief Financial Officer
February 1, 2002

TRAFFIC CONGESTION RELIEF (TCR) PROGRAM
APPLICATION AMENDMENT APPROVAL

RESOLUTION TAA-02-02

Amending Resolutions TA-00-01, TA-00-02, TA-01-14 and TAA-01-0

At the February 28, 2002, California Transportation Commission (Commission) meeting, the Commission will be asked to consider the following five Traffic Congestion Relief Program application amendments. The Department of Transportation recommends these project amendments be approved. A fact sheet describing the changes for each project is attached.

- Project #10 - Regional Express Bus; acquire low-emission buses for new express service on HOV lanes region wide. Amend application to request advance payment of \$7,439,000. No other changes to original TCR application approval of \$40,000,000 under Resolution TA-01-14. The Metropolitan Transportation Commission (MTC) is requesting this amendment.
- Project #83.1 - Route 15 High-tech Managed Lanes in San Diego County. Amend application to increase amount of TCR funds approved for Phase 3 (Right of Way) by \$8,100,000 for the transit element of the overall Managed Lane project. This increases the original amount approved under Resolution TAA-01-03 from \$5,500,000 to \$13,600,000. In addition, the application amendment programs \$1,100,000 for Phase 2 (PS & E) and \$14,100,000 for Phase 4 (Construction) for the transit element. The San Diego Metropolitan Transit Development Board (SDMTDB) will be the implementing agency for the transit element and is requesting a concurrent allocation of \$8,100,000. Caltrans concurs with the programming request, however an allocation of funds cannot occur until the CTC has had an opportunity to review and comment on the final environmental document.
- Project #83.2 - Route 15 High-tech Managed Lanes in San Diego County (freeway element). Amend application to increase cost and update schedule for the freeway element of the overall Route 15 Managed Lane project. This amendment will increase the amount of TCR funds originally programmed for this project under Resolution TA-00-02 for Phase 1 (Studies and Environmental) from \$500,000 to \$3,500,000, Phase 2 (PS & E) from \$11,500,000 to \$17,800,000 and Phase 3 (Right of Way) from \$12,500,000 to \$13,000,000. In addition, this application amendment programs \$6,900,000 for Phase 4 (Construction). Caltrans is requesting this amendment. A concurrent allocation of \$9,800,000 is also being requested under reference Item 2.6e.

- Project #139.1 – Balboa Park BART Station; phase 1 expansion. Amend application to update project schedule of the Balboa Park BART Improvements segment. A concurrent allocation of \$3,460,000 is being requested under reference Item 2.6e. No other changes to original TCR application of \$6,000,000 under Resolution TA-00-01. The San Francisco Bay Area Rapid Transit District (BART) is requesting this amendment.
- Project #139.2 – Balboa Park BART Station; phase 1 expansion. Amend application to update project schedule and financial plan of the MUNI Improvements to the Historic Geneva Office Building segment. This amendment also redirects between segments, \$120,000 in TCR funds from Phase 2 (PS&E) to Phase 4 (Construction), thereby reducing the TCRP amount originally programmed for Phase 2 (PS&E) from \$330,000 to \$210,000, and increasing the TCRP amount previously programmed for Phase 4 (Construction) from \$210,000 to \$330,000. No change in the overall amount of TCR funds originally programmed for the Historic Geneva Office Building sub-project. A concurrent allocation of \$330,000 is being requested under reference Item 2.6e. No other changes to original TCR application of \$6,000,000 under Resolution TA-00-01. The San Francisco Bay Area Rapid Transit District (BART) is requesting this amendment.

TCR Program – Application Amendment Approval Request for Project # 10

February 28, 2002
Agenda Item 2.1c.(2)

Regional **Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide. In nine counties.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$188,000	<i>TCRP Funds covered by the application:</i>	\$0
<i>Total TCRP Funds Available:</i>	\$40,000	<i>Phases(s) covered in application:</i>	N/A
<i>Lead Agency:</i>	Metropolitan Transportation Commission (MTC)	<i>Implementing Agency:</i>	MTC

TCRP funds Allocation requested concurrently with applications: **\$0** *for Phases(s):* **4**
Advance requested: **\$7,439**

Project Summary: The overall project is to reduce traffic congestion by purchasing approximately 102 new buses and providing new express bus service in major travel corridors throughout the Bay Area utilizing the regional HOV lane network when feasible. The new express bus service will be a combination of new routes, as well as increased frequency on existing routes, provided by 10 transit operators throughout the San Francisco Bay Area. Approximately 57 of the buses will be over-the-road coaches, which typically have high back seats and tend to be for longer routes. The remaining 45 buses are expected to be suburban buses, which are designed for more urban routes.

Amendment Summary: This application amendment is to request an advance payment of up to \$7,439,000 for the over-the-road coaches. The application also includes a minor amendment to the schedule for Phase 2.

Reason for Change: MTC is requesting a 30% advance payment of \$7,439,000 to be used as a possible progress payment to the potential vendor.

Cost and Schedule – TRCP Funds only (\$ X 1,000)

Phase	Scope	Start	End	Cost
1	Studies, Environmental Review and Permits			\$0
2	Plans, Specifications & Estimates – IN HOUSE	8/1/2000	7/1/2001 3/1/2002	\$0
3	Right of Way Acquisition – N/A			\$0
4	Procurement of approximately 102 buses	11/1/2001	1/1/2003	\$40,000
Total:				\$40,000

Funding Plan (\$ X 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$40,000	\$40,000
		Proposed					
TBD	State	Committed					
		Proposed				\$20,000	\$20,000
FTA Bus Discretionary	Federal	Committed					
		Proposed				\$128,000	\$128,000
	Totals:	Committed				\$40,000	\$40,000
		Proposed				\$148,000	\$148,000
		Totals:				\$188,000	\$188,000

Previous CTC Action: Original application was approved on August 23, 2001 (TA-01-14). An advance of up to \$4,810,000 was approved under TA-01-14 for the purchase of the suburban buses.

Status of Conditions: The following condition was set forth under Resolution TA-01-14, and remains in effect: “that MTC shall maintain a record of all buses acquired with funding provided by this application approval, shall maintain that record for the lifetime of the vehicles, and shall provide that information on request.”

Recommended Resolution Language: For cash flow purposes, an advance of up to \$7,439,000 is approved for the procurement of over-the-road buses. The advance payment shall be based on actual cash flow projections using the actual bus delivery and payment schedule and shall not exceed the maximum expected month cash payment.

Recommended Resolution Language: As part of the bi-annual Progress Report submitted to the Department and Commission, MTC shall provide detail information on the implementation of the overall Regional Express Bus Service, including the number of buses acquired, the delivery and payment schedule of the buses, as well as an update on the progress of the Regional Transit Marketing Committee.

Discussion/Issues: No Issues. Recommend Approval.

TCR Program – Application Amendment Approval Request for Project # 83.1February 28, 2002
Agenda Item 2.1c.(2)**San Diego Route 15; add high tech managed lane on I-15 freeway north of San Diego (Stage 1)
From Route 163 to Route 78 in San Diego County.**

(\$ X 1,000)			
<i>Estimated Project Cost:</i>	\$50,800	<i>TCRP Funds covered by the application:</i>	\$23,300
<i>Total TCRP Funds Available:</i>	\$70,000	<i>Phases(s) covered in application:</i>	3 All
<i>Lead Agency:</i>	California Department of Transportation (Caltrans)	<i>Implementing Agency:</i>	San Diego Metropolitan Transit Development Board (MTDB)

TCRP funds Allocation requested concurrently with applications: **\$8,100** *for Phases(s):* 3

Advance requested: **\$8,100**

Project Summary: The overall project is to construct four managed lanes within the freeway median that may flow in both directions, configured with a movable barrier to handle peak direction traffic, incidents, and special events. Excess capacity may be sold to single-occupancy vehicles via "Value Pricing" or other method. In addition, implement a Bus Rapid Transit System (BRTS) of routes connecting residential and employment areas, with preferential access provided to buses and carpools via direct ramps from transit centers constructed adjacent the freeway. This project has been segmented into two sub-projects for implementation:
Sub-Project #83.1 - Transit elements
Sub-Project #83.2 - Freeway elements

Amendment Summary: This major amendment will:

- Formally segment the project into two sub-projects: #83.1 Transit Elements and #83.2 Freeway Elements.
- Update overall project scope and cost from \$5,500,000 to \$50,800,000, to reflect the entire scope of the Transit Element, specifically, increase previously approved TCR funds for Phase 3 of the Transit Element from \$5,500,000 to \$13,600,000, to include Sabre Springs site.
- Update project schedule to extend the completion of Phase 3 from April 2002 to July 2003, to reflect the addition of activities attributed to acquisition of the Sabre Springs site.
- Program \$1,100,000 for Phase 2 (PS&E) and \$14,100,000 for Phase 4 (Construction/Procurement) of the Transit Element.

This application covers Sub-Project #83.1 – Transit Elements, which includes construction of bus rapid transit centers along the freeway as well as bus acquisition. The Transit Element will play a significant part in reducing delay during the construction of the managed lanes. Use of the new buses will encourage ridership during this critical period. It will also help MTDB build a customer base for when the managed lanes open and the BRT system is in operation.

Reason for Change: This amendment is needed to update the overall project scope, cost and schedule to reflect all activities included in the Transit Element of the overall I-15 Managed Lane project. As part of this amendment, an advance of \$8,100,000 is requested for the purchase of the Sabre Springs Bus Rapid Transit Station site. The implementing agency is a transit board with limited ability to advance this amount of money prior to reimbursement with TCRP funds. The property is under imminent threat of development; the transit agency has had to enter into a lease agreement with the property owner to prevent development.

Changes proposed by this amendment are reflected in ~~Strikethrough~~ and **Bold**.

Cost and Schedule (\$ X 1,000)

Phase	Scope	Start	End	Cost
1	Preliminary Engineering, Environmental Studies, and public input/reviews required under NEPA/CEQA – IN HOUSE	9/1/98	10/1/02	\$0
2	Prepare plans, specifications and estimates (PS&E)	7/1/02	9/1/03	\$1,100
3	Acquire RW and utility relocations.	12/1/00	7/1/03	\$13,600
	• Rancho Bernardo (\$5,500)		4/1/02	\$5,500
	• Sabre Springs (\$8,100)			
4	Bus Acquisition	2/1/02	12/1/03	\$25,000
4	Construct projects; administer construction contract.	1/1/03	3/1/05	\$11,100
Total:				\$50,800

Revised TCRP Funding Plan (\$ X 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$1,100	\$13,600	\$14,100	\$28,800
		Proposed			\$5,500		\$5,500
CMAQ	Federal	Committed				\$22,000	\$22,000
		Proposed					
	Totals:	Committed		\$1,100	\$13,600	\$36,100	\$50,800
					\$5,500		\$5,500
		Proposed					
		Totals:		\$1,100	\$13,600	\$36,100	\$50,800
					\$5,500		\$5,500

Prior TCRP Action: Original application was approved on November 1, 2000 (TA-00-02); a subsequent amendment for Sub-Project #83.1 was approved on May 2, 2001 (TAA-01-03) to program \$5,500,000 for Phase 3 (Right of Way).

Status of Conditions: No conditions set under Resolution TA-00-02 or Resolution TAA-01-03.
Recommended Resolution Language: Prior to an allocation of funds for the bus acquisition, MTDB shall provide a Financial Operating Plan that demonstrates they have the financial capability to operate the expanded service once the project has been completed.

Recommended Resolution Language: Allocation of funds for Right of Way or Construction is contingent upon review and approval for future consideration of funding by the CTC of the final Mitigated Negative Declaration.

Discussion/Issues: No Issues. Recommend Approval. The bus acquisition element of this project is statutorily exempt under CEQA. Although an allocation for right of way or construction cannot be made until CTC review of the environmental document, for cashflow purposes MTDB has requested an advance of \$8,100,000 for the acquisition of the Sabre Springs BRTC site.

TCR Program – Application Amendment Approval Request for Project # 83.2February 28, 2002
Agenda Item 2.1c.(2)**San Diego Route 15; add high-tech managed lane on I-15 freeway north of San Diego (Stage 1)
From Route 163 to Route 78 in San Diego County**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$324,200	<i>TCRP Funds covered by the application:</i>	\$16,700
	\$314,400		
<i>Total TCRP Funds Available:</i>	\$70,000	<i>Phases(s) covered in application:</i>	4, 2, 3 All
<i>Lead Agency:</i>	Caltrans	<i>Implementing Agency:</i>	Caltrans
<hr/>			
<i>TCRP Allocation requested concurrently with application:</i>	\$9,800	<i>for Phases(s):</i>	1, 2, 3
<i>Advance requested:</i>	N/A		

Project Summary: The overall project is to construct four managed lanes within the freeway median that may flow in both directions, configured with a movable barrier to handle peak direction traffic, incidents, and special events. Excess capacity may be sold to single-occupancy vehicles via "Value Pricing" or other method. In addition, implement a Bus Rapid Transit System (BRTS) of routes connecting residential and employment areas, with preferential access provided to buses and carpools via direct ramps from transit centers constructed adjacent the freeway. This project has been segmented into two sub-projects for implementation:

Sub-Project #83.1 - Transit elements

Sub-Project #83.2 - Freeway elements

Amendment Summary: This major amendment will:

- Formally segment the project into two sub-projects: #83.1 Transit Elements and #83.2 Freeway Elements.
- Update the project schedule by extending the completion of Phase 1 from April 2002 to October 2002 and Phase 2 from March 2003 to October 2004.
- Update the overall Freeway Element project cost from \$314,400,000 to \$324,200,000; specifically increase TCR funds for Phase 1 from \$500,000 to \$3,500,000, for Phase 2 from \$11,500,000 to \$17,800,000, and for Phase 3 from \$12,500,000 to \$13,000,000.
- Program \$6,900,000 for Phase 4 of the Freeway Element.

This application covers Sub-Project #83.2 – Freeway Elements.**Reason for Change:** The schedule changes and cost increases are due to various factors:

- Increase detail of environmental studies required.
- Managed Lanes need to be coordinated with the associated operational improvements.
- Initial project estimates were based on a 'three-lane' Managed Lanes concept. Late in the PSR development, a 'four-lane' Managed Lanes concept was adopted as the preferred alternative. Cost estimates were extrapolated from the 'three-lane' concept. Detailed analyses of the 'four-lane' concept have uncovered significant complexities, resulting in both structure and roadway cost increases and delays.
- Recent updated seismic information in the project area has resulted in additional structural requirements for two major bridges – Lake Hodges and Green Valley Creek.
- Significant regional growth has resulted in a commensurate rise in land costs, which has reflected in the acquisition price for required biological mitigation parcels.

Note: The overall Corridor project will be segmented and, therefore, phases may overlap.
Changes proposed by this amendment are reflected in ~~strike through~~ and **Bold**.

Cost and Schedule (\$ X 1,000)

Phase	Scope	Start	End	Cost
1	Conduct preliminary engineering, environmental studies, and public input/reviews required under NEPA/CEQA	9/1/98	10/1/02 4/1/02	\$8,000 \$5,000
2	Prepare plans, specifications and estimate (PS&E)	12/1/00	10/1/04 3/1/03	\$17,800 \$11,500
3	Right of Way Acquisition and utility relocations	12/1/00	10/1/02	\$13,000 \$12,500
4	Construction (Including Construction Engineering and Contract Administration)	3/1/03	12/1/08	\$285,400
Total:				\$324,200 \$314,400

Funding Plan (\$ X 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$3,500	\$17,800	\$13,000	\$6,900	\$41,200
		Proposed	\$500	\$11,500	\$12,500		\$24,500
STIP-IIP	State	Committed				\$41,000	\$41,000
		Proposed					
STIP-RIP	State	Committed	\$4,500			\$11,000	\$15,500
		Proposed					
SHOPP	State	Committed				\$4,000	\$4,000
		Proposed					
RSTP	Federal	Committed				\$8,700	\$8,700
		Proposed					
CMAQ	Federal	Committed				\$43,100	\$43,100
		Proposed					
Garvee Bonds – RIP	Federal	Committed					
		Proposed				\$143,000	\$143,000
Garvee Bonds – IIP	Federal	Committed					
		Proposed				\$27,700	\$27,000
Totals:		Committed	\$8,000	\$17,800	\$13,000	\$114,700	\$153,500
			\$5,000	\$11,500	\$12,500		\$443,700
		Proposed				\$170,700	\$170,700
Totals:			\$8,000	\$17,800	\$13,000	\$285,400	\$324,200
			\$5,000	\$11,500	\$12,500		\$313,700

Prior TCRP Action: Original application was approved on November 1, 2000 (TA-00-02) for \$24,500,000 for Phases 1, 2, and 3.

Status of Conditions: No conditions set under Resolution TA-00-02.

Recommended Resolution Language: “An allocation of funds for construction is contingent upon receipt of plan identifying fully funded segments.” Project is not fully funded. Funding in the amount of \$170,700,000 remains to be identified. Potential funding sources include Garvee Bonds, STIP, Local, and Federal funds.

Recommended Resolution Language: “Allocation of funds for construction is contingent upon review and approval for future funding of the final EIR/EIS by the CTC.”

Discussion/Issues: Requesting full allocation for Phases 2 and 3 (R/W acquisition), which began in December 2000, environmental not to be completed until October 2002. Application indicates that project alternatives are limited to minor variations, the risk of advancing these activities is small compared with the significant schedule benefits.

Recommend approval. Regional Transportation Plan documentation on file.

TCR Program - Application Amendment Approval Request for Project # 139.1February 28, 2002
Agenda Item 2.1c.(2)**San Francisco Balboa Park BART Station; phase I expansion.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$45,460	<i>TCRP Funds covered by the application:</i>	\$0
<i>Total TCRP Funds Available:</i>	\$6,000	<i>Phases(s) covered in application:</i>	All
<i>Lead Agency:</i>	San Francisco Bay Area Rapid Transit District (BART)	<i>Implementing Agency:</i>	BART

TCRP Allocation requested concurrently with application: **\$3,460** for Phases(s): **4**

Advance requested: \$0

Project Summary: The overall project will improve transit connectivity and increase passenger capacity at the Balboa Park BART Station, construct a new Ocean Avenue BART entrance to enhance intermodal connections and greater passenger access and capacity between BART and San Francisco Municipal Railway (MUNI), and continued restoration of the historic Geneva Office Building.

Amendment Summary: This major amendment creates two sub-projects, and updates project schedules and financial plans for both:

- Sub-Project #139.1 - BART Project Improvements (Balboa Park BART station (Segment 1) and Ocean Avenue BART station (Segment 2), Total Project = \$45,460,000, including \$5,460,000 TCRP and \$40,000,000 from other sources.);
- Sub-Project #139.2 - MUNI Project Improvements (Historic Geneva Office Building, Total Project = \$10,075,000, including \$540,000 TCRP and \$9,535,000 from other sources.).

This application covers Sub-Project #139.1 – Balboa Park BART Station Improvements. The sub-project will be implemented in two segments. The first segment covers the addition of fare collection equipment, emergency egress capacity, Americans with Disabilities Act (ADA) improvements, safety improvements and vertical circulation improvements. The second segment will be to construct a new Ocean Avenue BART entrance.

Reason for Change: BART schedule has slipped due to construction phasing being more complex than originally thought. Based on the findings under Phase 1 Design and Reports, construction activities will be more difficult since BART has to maintain the integrity of the emergency egress capacity of the Balboa Park BART Station during simultaneous operation and construction activities.

Cost and Schedule – Balboa Park BART Station - Segment 1 (\$ X 1,000)

Phase	Scope	Start	End	Cost
1	Balboa Park BART Design & Reports	9/1/00	10/1/01 4/1/04	\$150
2	Balboa Park BART PS&E	2/1/01	2/1/02 9/1/04	\$1,500
4	Balboa Park BART Construction	2/1/02 10/1/04	6/1/03 11/1/02	\$1,360
4	Balboa Park BART Procurement/Install	2/1/02 7/1/04	6/1/03 11/1/02	\$2,100
Total:				\$5,110

Cost and Schedule – Ocean Avenue BART Station - Segment 2 (\$ X 1,000)

Phase	Scope	Start	End	Cost
1	Ocean Avenue BART Design & Reports	9/1/00	3/1/02	\$550
2	Ocean Avenue BART PS&E	1/1/03	12/1/03	\$7,960
4	Ocean Avenue BART Construction	1/1/04	1/1/06	\$31,840
Total:				\$40,350

Funding Plan – Balboa Park BART Station - Segment 1 (\$ X 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$150	\$1,500		\$3,460	\$5,110
		Proposed					
	Totals:	Committed	\$150	\$1,500		\$3,460	\$5,110
		Proposed					
		Totals:	\$150	\$1,500		\$3,460	\$5,110

Funding Plan – Ocean Avenue BART Station - Segment 2 (\$ X 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$350				\$350
		Proposed					
Sales Tax	Local	Committed					
		Proposed		\$7,960		\$31,840	\$39,800
BART	Local	Committed	\$200				\$200
		Proposed					
	Totals:	Committed	\$550				\$550
		Proposed		\$7,960		\$31,840	\$39,800
		Totals:	\$550	\$7,960		\$31,840	\$40,350

Previous TCRP Action: Original application for Project #139 was approved September 28, 2000 (TA-00-01).

Status of Conditions: No conditions under TA-00-01; No conditions recommended under this action.

Discussion/Issues: No Issues. Recommend Approval. BART Segment 1 is Categorically Exempt under CEQA; Environmental for BART Segment 2 is underway.

TCR Program - Application Approval Request for Project # 139.2

San Francisco Balboa Park BART Station; phase I expansion.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$10,075	<i>TCRP Funds covered by the application:</i>	\$0
<i>Total TCRP Funds Available:</i>	\$6,000	<i>Phases(s) covered in application:</i>	All
<i>Lead Agency:</i>	San Francisco Bay Area Rapid Transit District (BART)	<i>Implementing Agency:</i>	BART

TCRP Allocation requested concurrently with application: **\$210** *for Phases(s):* **4**
Advance requested: \$0

Project Summary: The overall project will improve transit connectivity and increase passenger capacity at the Balboa Park BART Station, construct a new Ocean Avenue BART entrance to enhance intermodal connections and greater passenger access and capacity between BART and San Francisco Municipal Railway (MUNI), and continued restoration of the historic Geneva Office Building.

Amendment Summary: This major amendment creates two sub-projects, and updates project schedules and financial plans for both:

- Sub-Project #139.1 - BART Project Improvements (Balboa Park BART station and Ocean Avenue BART station, Total Project = \$45,460,000, including \$5,460,000 TCRP and \$40,000,000 from other sources.);
- Sub-Project #139.2 - MUNI Project Improvements (Historic Geneva Office Building (Segments 1 and 2), Total Project = \$10,075,000, including \$540,000 TCRP and \$9,535,000 from other sources.).

This application covers Sub-Project #139.2 – MUNI Improvements to the Historic Geneva Office Building. The sub-project will be implemented in two segments. The first segment covers building improvements and partial short-term structural stabilization improvements. The second segment will include long-term structural stabilization improvements.

As part of this amendment, \$120,000 in TCR funds is being redirected from MUNI Segment 2 (Phase 2 – PS&E) to MUNI Segment 1 (Phase 4 – Construction), thereby reducing the TCRP amount originally programmed for Phase 2 (PS&E) of MUNI Segment 2 from \$330,000 to \$210,000, and increasing the TCRP amount previously programmed for Phase 4 (Construction) of MUNI Segment 1 from \$210,000 to \$330,000. No overall increase in TCR funds for the Geneva Building Improvements project.

Reason for Change: MUNI's schedule slipped due to the complexity of the design and construction activities relating to the historical nature of the facility and the type of structural improvements that need to be made.

Cost and Schedule – Geneva Building Improvements - Segment 1 (\$ X 1,000)

Phase	Scope	Start	End	Cost
1	Historic Geneva Building Design & Reports	01/01/98	12/01/98	\$150
2	Historic Geneva Building PS&E	05/01/00	12/01/01 10/01/00	\$175 \$100
4	Historic Geneva Building Construction	02/01/02 02/01/04	06/01/02 06/01/04	\$620 \$500
Total:				\$945 \$750

Cost and Schedule – Geneva Building Improvements - Segment 2 (\$ X 1,000)

Phase	Scope	Start	End	Cost
1	Historic Geneva Building Design & Reports			\$0
2	Historic Geneva Building PS&E	10/01/02 10/01/04	02/01/04 02/01/03	\$1,530 \$1,650
4	Historic Geneva Building Construction	02/01/04 02/01/03	02/01/06 02/01/05	\$7,600
Total:				\$9,130 \$9,250

Funding Plan - Geneva Building Improvements - Segment 1 _(\$ X 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$ 210	\$ 210
		Proposed				\$ 330	\$ 330
FEMA	Federal	Committed	\$ 150	\$ 100		\$ 40	\$ 290
		Proposed					
STP	Federal	Committed				\$ 50	\$ 50
		Proposed					
Sales Tax	Local	Committed				\$ 200	\$ 200
		Proposed					
City of San Francisco	Local	Committed		\$ 75			\$ 75
		Proposed					
	Totals:	Committed	\$ 150	\$ 100		\$ 500	\$ 750
				\$ 175		\$ 620	\$ 945
		Proposed					
		Totals:	\$ 150	\$ 100		\$ 500	\$ 750
				\$ 175		\$ 620	\$ 945

Funding Plan - Geneva Building Improvements - Segment 2 _(\$ X 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total	
TCRP	State	Committed		\$ 330			\$ 330	
				\$ 210			\$ 210	
		Proposed						
Sales Tax	Local	Committed						
		Proposed		\$ 370			\$ 370	
Private	Private	Committed						
		Proposed		\$ 950		\$ 7,600	\$ 8,550	
	Totals:	Committed		\$ 330			\$ 330	
				\$ 210			\$ 210	
		Proposed		\$ 1,320		\$ 7,600	\$ 8,920	
		Totals:			\$ 1,750		\$ 7,600	\$ 9,250
					\$ 1,530			\$ 9,130

Previous TCRP Action: Original application for Project #139 was approved September 28, 2000 (TA-00-01).

Status of Conditions: No conditions under TA-00-01; No conditions recommended under this action.

Discussion/Issues: No Issues. Recommend Approval. Funding in the amount of \$8,920,000 remains to be identified for the MUNI Segment 2 project (Long-Term Stabilization). Potential funding sources include local and private funds. MUNI Segments 1 and 2 (Building Improvements and Short-Term Stabilization) are Categorically Exempt under CEQA.

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Traffic Congestion Relief Program
Project Application Amendment

RESOLUTION TAA-02-02

Amending Resolutions TA-00-01, TA-00-02, TA-01-14 and TAA-01-03,

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
- 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief Program (TCRP); and
- 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
- 1.4 WHEREAS on August 23, 2001, the Commission passed Resolution TA-01-14 approving \$40,000,000 to the Metropolitan Transportation Commission (MTC) for TCRP Project #10 to acquire approximately 45 Suburban buses and 57 Over-the-Road buses; and
- 1.5 WHEREAS the MTC has submitted a revised application requesting an advance of \$7,439,000 to be used for progress payments towards the acquisition of the Over-the-Road buses; and
- 1.6 WHEREAS on November 1, 2000, the Commission passed Resolution TA-00-02 approving 11 project applications, including TCRP Project #83 for \$24,500,000 to the Department for Phase 1 – Environmental and Permits (PA&ED), Phase 2 – Plans, Specifications and Estimates (PS&E), and Phase 3 - Right of Way (ROW) of the Route 15 Managed Lanes/Operational Improvements project (Freeway Element); and
- 1.7 WHEREAS the Department, in conjunction with the San Diego Metropolitan Transit District (SDMTDB), has determined that TCRP Project #83 should be construction under two sub-projects; a Transit Element – implement a Bus Rapid Transit System, including stations, and a Freeway Element – construct a high tech managed lane corridor; and

- 1.8 WHEREAS on May 2, 2001, the Commission passed Resolution TAA-01-03 allocating \$5,500,000 to the SDMTDB for the purchase of the Rancho Bernardo Bus Rapid Transit Center site, as part of the Transit Element; and
 - 1.9 WHEREAS the Department and the SDMTDB have submitted revised applications to program the remaining elements of the Freeway and Transit sub-projects, as part of the I-15 Managed Lane project; and
 - 1.10 WHEREAS the SDMTDB, as part of their revised application, is requesting an advance of \$8,100,000 for the Sabre Springs Bus Rapid Transit Center site, which is outside State right of way and currently under threat of development; and
 - 1.11 WHEREAS on September 28, 2000, the Commission passed Resolution TA-00-01 approving 31 project applications, including TCRP Project #139 for \$6,000,000, to the San Francisco Bay Area Rapid Transit District (BART); and
 - 1.12 WHEREAS the San Francisco BART District has determined that the construction activities originally approved under TCRP Project #139 will be best implemented in two sub-projects; Sub-project #139.1 - Improvements to Balboa Park BART Station, and Sub-project #139.2 – Restoration of Historic Geneva Office Building; and
 - 1.13 WHEREAS the San Francisco BART District has submitted revised applications for TCRP Sub-Project #139.1 and TCRP Sub-Project #139.2, to reflect the revised implementation strategy.
- 2.1 NOW THEREFORE BE IT RESOLVED the Commission does hereby approve the following five TCRP project application amendments totaling \$40,000,000 in new project funding, as submitted, with subsequent clarifications and revisions:
- * Project #10 - Regional Express Bus; acquire low-emission buses for new express service on HOV lanes region wide. Amend application to request advance payment of \$7,439,000.
Lead Agency: Metropolitan Transportation Commission (MTC)
Implementing Agency: MTC
 - * Project #83.1 - Route 15 High-tech Managed Lanes in San Diego County – Transit Element. Amend application to: Revise amount for Phase 3 (ROW) from \$5,500,000 to \$13,600,000, an increase of \$8,100,000 for the purchase of the Sabre Springs Bus Rapid Transit Center site, and Program \$1,100,000 for Phase 2 (PS & E) and \$14,100,000 for Phase 4 – Construction (CON).
Advance Requested: \$8,100,000
Lead Agency: California Department of Transportation
Implementing Agency: San Diego Metropolitan Transit Development Board (SDMTDB)

- * Project #83.2 - Route 15 High-tech Managed Lanes in San Diego County Freeway Element. Amend application to: Revise amount for Phase 1 (PA&ED) from \$500,000 to \$3,500,000, an increase of \$3,000,000; Revise amount for Phase 2 (PS&E) from \$11,500,000 to \$17,800,00, an increase of \$6,300,000; Revise amount for Phase 3 (ROW) from \$12,500,000 to \$13,000,000, an increase of \$500,000; and Program \$6,900,000 for Phase 4 (CON).

Lead Agency: California Department of Transportation

Implementing Agency: California Department of Transportation

- * Project #139.1 – Balboa Park BART Station; phase 1 expansion. Amend application to update project schedule of the Balboa Park BART Improvements, Segment 1.

Lead Agency: San Francisco Bay Area Rapid Transit District (BART)

Implementing Agency: BART

- * Project #139.2 – Balboa Park BART Station; phase 1 expansion. Amend application to update project schedule and financial plan of the MUNI Improvements to the Historic Geneva Office Building, Segments 1 & 2. This amendment also redirects between segments, \$120,000 in TCR funds from Phase 2 (PS&E) to Phase 4 (Construction), thereby reducing the TCRP amount originally programmed for Phase 2 (PS&E) from \$330,000 to \$210,000, and increasing the TCRP amount previously programmed for Phase 4 (Construction) from \$210,000 to \$330,000. .

Lead Agency: San Francisco Bay Area Rapid Transit District (BART)

Implementing Agency: BART

and

- 2.2 BE IT FURTHER RESOLVED that for TCRP Project #10, for cash flow purposes, an advance of up to \$7,439,000 is approved for the procurement of over-the-road buses, and that the advance payment shall be based on actual cash flow projections using the actual bus delivery and payment schedule and shall not exceed the maximum expected month cash payment; and
- 2.3 BE IT FURTHER RESOLVED for TCRP Project #10, as part of the bi-annual Progress Report submitted to the Department and Commission, MTC shall provide detail information on the implementation of the overall Regional Express Bus Service, including the number of buses acquired, the delivery and payment schedule of the buses, as well as an update on the progress of the Regional Transit Marketing Committee; and
- 2.4 BE IT FURTHER RESOLVED that MTC shall maintain a record of all buses acquired with funding provided by this application approval, shall maintain that record for the lifetime of the vehicles, and shall provide that information on request; and
- 2.5 BE IT FURTHER RESOLVED for TCRP Project #83.1, an advance of \$8,100,000 is approved for the purchase of the Sabre Springs Bus Rapid Transit Center site, which is under threat of development; and

- 2.6 BE IT FURTHER RESOLVED for TCRP Project #83.1, prior to an allocation of funds for the bus acquisition, MTDB shall provide a Financial Operating Plan that demonstrates they have the financial capability to operate the expanded bus service once the project has been completed; and
- 2.7 BE IT FURTHER RESOLVED for TCRP Project #83.1, an allocation of funds for Right of Way or Construction is contingent upon review and approval for future consideration of funding by the CTC of the final Mitigated Negative Declaration; and
- 2.8 BE IT FURTHER RESOLVED for TCRP Project #83.2, an allocation of funds for construction is contingent upon receipt of plan identifying fully funded segments, and review and approval for future consideration of funding of the final EIR/EIS by the CTC; and
- 2.9 BE IT FURTHER RESOLVED that all implementing agencies shall provide the Commission and the Department with a progress report on April 1st and October 1st of each year on actual expenditures and status of work, until the projects have been completed; and
- 2.10 BE IT FURTHER RESOLVED that Resolution TA-00-01, Resolution TA-00-02, Resolution TA-01-14, and Resolution TAA-01-03 are hereby amended.